

## Why Worry Your Life Away Baking Cookies

We Keep Them Ready to Put  
on Your Table.

The following is a list of some of them:

Honeyuckle	Cocoanut Marshmallows	Fruit Cakes
Marshmallow Wafers	Walnut Creams	Macaroni Snaps
Maple Creams	Date Bars	Arrowroot
Banana Creams	Fig Bars	Arrowroot Wafers
Lead Honey Fingers	All kinds of fancy package goods.	

**A. V. ALLEN**

## ROSES QUERY AND ANSWER

FIELD GROWN

The best cost you no more than "any old thing." It will pay you to buy at HEADQUARTERS.

**We Pay The Express**

and charge you no more than our next door neighbor. Send for illustrated catalogue today. A solicitor wanted in every town.

CALIFORNIA ROSE CO., Los Angeles.

## Accordion, Sunburst and Knife Pleating To Order

STEAM PROCESS.

No Hot Iron. No Burning of Goods.

**Miss O. Gould**

Eighth Floor, Marquam Building,  
PORTLAND.

Prompt and Careful Attention Given  
to all Out-of-Town Orders.

## SPECIAL CLEARANCE SALE --- ALL HOLIDAY DAY GOODS

left over will be sold at great  
reduction.  
Also big discounts offered on  
all regular lines.

**Yokohama Bazar**

631 Commercial Street, Astoria

ASSIST AMUNDSEN.

University of California Offers Him the  
Facilities in His Work.

SAN FRANCISCO, Jan. 6.—Professor Geo. Davidson, president of the Geographical Society of the Pacific and member of the faculty of the University of California has received a telegram from Roland Amundsen, the Norwegian Explorer who re-located the North Magnetic Pole and made his way through the northwest passage asking about the facilities here for making his final magnetic observation. A reply has been sent Amundsen that facilities and help will be afforded by the University of California, the California Academy of Science, Technical Society and by the Geographical Society of the Pacific. The observations to be made here by Amundsen will be for the purpose of testing the magnetic instruments for dip or inclination of the needles for the declination or variation and for the horizontal force.

It invigorates, strengthens and builds up. It keeps you in condition physically, mentally and morally. That's what Hollister's Rocky Mountain Tea will do. 35 cents, Tea or Tablets.  
Frank Hart, druggist.

UNHAPPINESS DISPELLED.

Men and Women Unanimous About It.  
Many women weep and wail and refuse to be comforted because their once magnificent tresses have become thin and faded. Many men incline to profanity because the flies bite through the thin thatch on their craniums. It will be good news to the miserable of both sexes, to learn that Newbro's Herpicide has been placed upon the market. This is the new scalp germicide and antiseptic that acts by destroying the germ or microbe that is the underlying cause of all hair destruction. Herpicide is a new preparation, made after a new formula on an entirely new principle. Anyone who has tried it will testify as to its worth. Try it yourself and be convinced. Sold by leading druggists. Send 10c. in stamps for sample to The Herpicide Co., Detroit, Mich.  
Eagle Drug Store, 351-353 Bond St., Owl Drug Store, 549 Com. St., T. F. Laurin, Prop. "Special Agent."

Astoria-Tillamook Railway the  
Subject.

REASONS FOR INITIATIVE

"Old Subscriber" is Solicitous About  
Real Value of Road to This City—  
Partial Answer Made—Some Causes  
That Affect It.

At last the Astorian has aroused some passing notice of its lately conceived project of building a railroad hence to Tillamook City upon the sole reliance of the local initiative. It is not very hearty but it is logical. Listen to this:

"Astoria, Jan. 6, 1906.

"To the Editor:—I have read with considerable interest your articles on the 'Tillamook' railroad and the desirability of the individual and collective initiative of the people of the lower Columbia river, especially the Astoria people. I am a citizen of Astoria and interested in its advancement and welfare. I subscribed to the Astoria railroad land subsidy, attended many of the former railroad mass meetings and by my presence and example helped the 'railroad committee' in their efforts to interest outside capital to build the railroad. The committee, after many and disheartening failures, were at last successful. The railroad was built to a connection with the Northern Pacific Railroad at Goble with trackage over their tracks into the Union Depot at Portland. Connecton with the Seaside branch was had by a steel drawbridge in Young's Bay, so that we had, at last (as we supposed), accomplished everything that was necessary to put Astoria on a par with any or all the coast cities and on the highway to at least a share of the commercial business, materially following railroad connection. What was the result?

"Absolutely no new business came to the city or county; real estate was in the 'doldrums.' No new blood was added to our commercial life in short, it was the same old town.

"Now, Mr. Editor, while admiring, in a general way, all your ably written articles on the 'Railroad to Tillamook,' I would like to know how I, as a citizen and taxpayer of Astoria, am to be benefited by the construction of that, or any other railroad. I am not from Missouri, but before I would give time, land or money to any such scheme, you would have to 'show me.' I do not wish to dampen your enthusiasm in this matter, but only to state a few facts of which you may not have cognizance, being comparatively a newcomer to the town.

"If you talk railroad at all, why not talk for a railroad to the Willamette Valley and to be connected with a direct trans-continental line? You may as well 'aim high, if you light low' and one would be as likely to be accomplished as the other. All we have to give here in Astoria, to a railroad, is advice. Hammond got everything else in sight, and I am sorry to say, has not, so far, realized anything from the gifts. Yours truly,

"OLD SUBSCRIBER."

Well, "Old Subscriber" is blunt enough under the circumstances, and previous experiences are warranted to leave impressions, good, or bad, and these are bound to have their weight in determining new ventures; and yet it is not always safe to measure the value of any scheme by the nugatory aspects of another; at least it is not the rule of wisdom. "Sufficient unto the day is the evil thereof."

There are always new days, new purposes, new results, all achieved by the play of new conceptions, new hopes new methods, new means, new men, new opportunities; (and this without derogation of "Old Subscriber" or any of his cheerful conductors in the earlier enterprise and its alleged futility.)

We are aware that "Rome was not

built in a day," nor are railways, nor out of Astoria. Even Rome had its period of incipency and it lasted for ages before it attained to its periphery of exaltation and historic power; and it is quite within the bounds of reason that the building of the Astoria & Columbia River Railroad has yet to reveal the real and remarkable value it holds for the City-by-the-Sea. That it passed into the hands of outside and disinterested holders does not bar its return to a proprietorship that shall have other uses for it that shall demonstrate that it was built almost wholly and solely for this city and as one of its most dependable, commercial adjuncts. Rewards are not always instantaneous; preliminary work not always pregnant with promise; time change, circumstance, are all of the process of realization, and if our cheerless correspondent is not too old he may yet "subscribe" again to the A. & C. and his ineptive work in its creation, as the brainiest thing he ever wrought or helped to contrive.

The building of the Tillamook road is no new matter hereabout; it has been 'on the carpet' for years, and the Astorian's recent revival of the idea is but a harking back to an original concept purely Astorian. And now to the point of "Old Subscriber's" inquiry. He wants to know what benefit he is to derive from the inauguration and completion of the scheme? What is said in answer to this potent query must be said, and taken, upon the intangible hypothesis of "an unearned increment"; conjecture must have its sway, so long as it conforms to the possible and probable, and upon this premise, the answer is made:

That the route is a water-level course that obviates the prime item of cost in railway building:

That it will be projected into a country rich in freights, and hungry for an outlet and ready to assist in any honest and practicable scheme of relief:

That the preliminary work will cost less than \$1000, and furnish complete data, as to mileage, cost of construction, estimates of freightage right-of-way line and scope and value of resources; including a branch to the Nehalem Valley.

That there is along the proposed line, timber product that will sustain the road for the first generation of its existence if not another ounce of freight is hauled over the line; that the farm, dairy, and hatchery output of the section traversed will maintain the road alone, if not a stick of timber were ever hauled:

That there is an abundance of material (wood and stone), at the very elbows of the builders, every foot of the way, for the ties, bridges and abutments necessary in the work:

That the road is absolutely and inherently Astorian and Tillamookian in its necessity; that it is essential to both cities and sections for the utilization of resources intimately allied the future of the country lying between them, and dormant only because of the absence of an inspiration such as the building of the road would evoke: A predicate upon which the most reasonable hope may lie, for the accruing of tangible profits:

That the initiative of this city in the premises would attract the cumulative endorsement and aid of every farmer, dairyman, fisherman and every timberman and millman and cattleman, in the secluded district, to the certain advantage of Astoria as a leader and friend in a venture that is of greater importance to the people enumerated than to this city:

That the mere exercise of that initiative would react favorably upon this city, give it prestige, enlarge its sphere of commercial action, begot a financial interest in it, among outside, capitalistic agencies, that would mean much for its future:

That it is right and expedient to do that which is feasible and for which there is instant imperative demand; that an initiative always precedes a concert of action that a concert of action in this relation may be controlled and restricted to a personnel wholly indigenous to the territory involved, and the road be built and bonded within the purview of investment and profit entirely Astorian, or with a Tillamookian tincture such as may be desired:

For the moment these reasons will have to satisfy "Old Subscriber," and he is respectfully requested not to belittle their meagreness, but to make the most of them, until time and inquiry shall develop a faculty for supplying him the more amply and, perhaps, more to his satisfaction.

How to Prevent Bilious Attacks.

One who is subject to bilious attacks will notice that for a day or more before the attack he is not hungry at meal times and feels dull after eating. A dose of Chamberlain's Stomach and Liver Tablets when these first symptoms appear will ward off the attack. They are for sale by Frank Hart and

## SEISMAL SHOCKS

Earthquake Frightens the Inhabitants of Masaya.

MOUNTAIN CRATER STOPPED

After Erupting For Few Minutes Disturbance Suddenly Ceases Causing Belief That Crater is Stopped Up, People Fear Another Catastrophe.

NEW YORK, Jan. 6.—Further details concerning the recent earthquakes at Masaya are contained in a cable dispatch to the Herald from Managua, Nicaragua. The Masaya earthquakes began the night of December 31, with slight shocks, increasing gradually at short intervals sometimes of hours and others of minutes, shaking Masaya city and cracking almost every wall in the town.

A great roaring was heard preceding the shocks. Two hours after the shock was felt at 5 o'clock on the morning of January 1, a tremendous column of smoke several thousand feet high broke out from the volcano and half an hour afterwards entirely disappeared and since then no smoke has risen, causing the belief that the old crater is stopped up, which circumstance increases the apprehension of the people for an eruption will ensue like the Martinique disaster, in the formation of new craters.

No buildings at Masaya have actually fallen, nevertheless all houses have suffered.

Masaya was almost evacuated and is in the hands of the authorities, ordered by President Zelaya to watch public interests and property. The president also ordered all trains for free transportation of the people and their effects and started a subscription to aid the sufferers.

Congress is now in session and has likewise given the government facilities to give aid, while a scientific commission is now exploring the volcano. It is thought that a new crater is forming in the two neighboring villages called, Pelon and Cofreado.

Very few slight shocks have occurred since Tuesday. So far there has been no personal disaster.

SHAW KEPT OUT.

Secretary Shaw Refused to Help Wall Street Speculators.

NEW YORK, Jan. 6.—The Tribune today says:

"As a sequel to Jacob H. Schiff's panic speech at the chamber of commerce on Thursday, in which he said that he had tried in vain to induce Secretary Shaw to come to the aid of the financial situation here, it developed yesterday that the secretary was advised in opposite directions by two powerful sets of financiers here. One group, headed by the National City Bank of which James Stillman is president and which has closed financial relations with the Rockefeller, Kuhn, Loeb & Company, and E. H. Harriman, tried many means to have the secretary deposit government funds there.

"The other included the First National of which George Baker is president and which has James J. Hill in its directorate, the Chase National, whose president is A. B. Hepburn, the Liberty National and the Rock Island Group of capitalists, came out squarely for home rule.

The First National group had the backing of bankers in other large cities, who said that the commercial interests were not suffering and the government should not feel called upon to help out a lot of Wall Street speculators.

Secretary Shaw took this course and in view of the easier rates yesterday, representatives of the First National party said that they thought they had been entirely vindicated.

CHANGE OF TIME

The Baltimore & Ohio Railroad  
Commencing Sunday, November 19, train No. 6, the Royal Blue Limited, will leave Grand Central passenger station, Chicago at 5 p. m., instead of 3:30 p. m. and will arrive in Pittsburgh at 6:35 a. m., Washington at 4:40 p. m., Baltimore 5:50 p. m., Philadelphia, 8:10 p. m. New York 10:40 p. m. the same as with the old schedule, thus reducing the time one hour and thirty minutes. No excess fare will be charged on this fast limited train. All other trains will arrive and depart the same as formerly. Stop-over is allowed at Washington, Baltimore and Philadelphia, not to exceed ten days, at each place, on all first-class through tickets.

## Beginning of the ANNUAL CLEARANCE SALE OF CLOTHING HATS AND FURNISHING GOODS

**Herman Wise**

ASTORIA'S RELIABLE CLOTHIER

## Annual - Book - Sale

Our annual Book Sale starts January 23, lasting one week, offering such bargains as these:

1.00 Edition of Poets.....	\$0.15
25 Series Standard Works.....	.30
5.00 De Luxe editions.....	1.45
Idylls of King.....	
Paradise Lost.....	
Ruin of Ancient Mariner, etc.	
10.00—Sherman's Forty Years in	
U. S. Senate.....	\$3.50
1.15 Series for Boys.....	.51
5.00 Family Physician.....	3.50
Webster's Dictionary with	
Stand, value \$10, special...	6.75

Many others see the show windows,  
Price cards showing regular and sale  
price attached.

**J. N. GRIFFIN**

BOOKS STATIONERY MUSIC

**Weinhard's Lager Beer.**

## Three Routes to the East

Central or Scenic, by way of Colorado, thence to Chicago, Kansas City or St. Louis via Rock Island System.

Southern, by way of Los Angeles and El Paso, thence to Chicago, Kansas City or St. Louis via Rock Island System.

Northern, by way of Minneapolis and St. Paul, thence to Chicago via Rock Island System.

Notice the three eastern gateways. Direct connection in Union Stations at all three, for all important points in Eastern and Southern States.

Full information, with folder "Across the Continent in a Tourist Sleeping Car," sent on request.

Rock Island  
System

A. H. McDONALD,  
General Agent, Rock Island System,  
140 Third Street, Portland, Ore.